

well and helped Sheehan High to many victories before graduating with the class of 1972.

Rich also had a love for fast cars and flying, which sent him in the direction of the military. In 1973, he enlisted in the Army, and he eventually achieved the rank "Chief Warrant Officer". Rich learned to fly a helicopter in the Army, became "Civilian Rated"-Instrument Rated and planned to continue flying when he retired.

Sadly, Rich's dream was not to be realized. He was deployed to the Middle East to fight in Operation Desert Storm and paid the ultimate sacrifice for our country on February 7, 1991. His high school classmates, Robert J. Devaney and Debra Frost Markiewicz, first approached me about naming the Wallingford Post Office in Mr. Lee's honor. This tribute to our fallen hero is supported by many public servants in Wallingford including Mayor William Dickinson, Senator Len Fasano, Councilman Robert Parisi, Postmaster Michael Schrader, and Leigh Piscitelli of the Postal Service. The post office lies in Wallingford's parade ground directly across from the town hall and veterans' monuments. To date, there is no monument in Wallingford to remember Richard Lee's sacrifice. His parents, Earl and Helen Lee, who currently reside in North Carolina, would like nothing more than to see this tribute to their son. I hope you will join me and my colleagues from the State of Connecticut in enacting this tribute to Chief Warrant Officer Richard R. Lee.

PREVENT ALL CIGARETTE TRAFFICKING ACT OF 2008

SPEECH OF

HON. PETER T. KING

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 9, 2008

Mr. KING of New York. Mr. Speaker, I rise today in support of the Prevent All Cigarette Trafficking Act of 2007, referred to as the "PACT Act," introduced by my colleague from New York, Mr. WEINER.

As we approach the seventh anniversary of the terrorist attacks of September 11, 2001, the threat from radical Islamic terrorist groups remains very real. Supporters of Hamas, Hezbollah, and al Qaeda are constantly adapting and seeking new means to further and finance their cause.

As law enforcement officials make it more difficult to raise and move money through "traditional" terror financing avenues, criminal enterprise is increasingly the life-blood of terrorist groups. Smuggling illicit cigarettes is a perfect example. This illicit activity is more than just a matter of health concern and hundreds of millions of dollars in lost tax revenue—it is a matter of national security.

An April 2008 Committee on Homeland Security Republican staff report based on numerous interviews with Federal, State, and local law enforcement officials, estimated that millions of dollars in profits generated by tight-knit, Arab-based illicit cigarette smuggling operations are being remitted to the Middle East, where these funds directly or indirectly finance groups such as Hezbollah, Hamas, and al Qaeda. The report outlined how these criminal and terrorist organizations purchase tax free

cigarettes on Indian reservations or in lower tobacco tax States, transport them to New York City, affix counterfeit tax stamps, and sell them for full retail price. A well-organized network could generate up to \$50,000 on an average load of 1,500 cartons of contraband cigarettes.

The report further found that New York State's policy of forbearance, despite a U.S. Supreme Court ruling that upheld States' rights to tax all cigarettes sold on Indian reservations to nonmembers of the tribe, has resulted in an environment where cigarette smuggling rings operate with virtual impunity.

The PACT Act aims to attack part of the problem in States such as New York. It strengthens current Federal contraband cigarette laws through increased transparency in recordkeeping, enhanced existing penalties, and increased compliance standards for Internet sellers. In addition, it provides law enforcement more resources to help close critical gaps in enforcement that will make it more difficult for criminal and terrorist organizations to exploit disparities in tobacco tax rates among States.

Another way to restrict terrorist organizations from obtaining revenue by exploiting low-cost cigarettes is for States like New York to abandon their policies of forbearance and take action to fully enforce their tax laws. By refusing to collect taxes on cigarettes sold to non-residents of Indian reservations, the State of New York is fueling a boom in illicit cigarette smuggling and inflating the profit margins of criminal and terrorist smuggling networks. Enforcing the tax laws will generate up to \$800 million in lost tax revenue while cutting off a revenue stream to those who wish to do harm to our Nation.

Mr. Speaker, while H.R. 4081 is a good first step, I look forward to working with my colleagues to strengthen this bill as it moves through the legislative process to help keep terrorists from exploiting this revenue source.

I urge my colleagues to support passage of this bill.

PERSONAL EXPLANATION

HON. LAMAR SMITH

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 10, 2008

Mr. SMITH of Texas. Madam Speaker, I would like the record to show that on rollcall vote 575, H.R. 6630, I inadvertently voted "yea" when I intended to vote "nay."

HONORING YVONNE LEANDER

HON. MARSHA BLACKBURN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 10, 2008

Mrs. BLACKBURN. Madam Speaker, It is a privilege for me to rise today and honor Mrs. Yvonne Leander as she retires from the Department of Housing and Urban Development.

As a young graduate from the University of Georgia with a degree in economics in hand, Yvonne Leander began her career in public service after accepting a position as an economist in HUD's Atlanta office. After taking that

first position, Yvonne would quickly rise within the agency and take on wide ranging managerial positions that include Chief of the Management Branch in HUD's Atlanta Property Disposition Center, Community Builder in HUD's Nashville office and Field Office Director of HUD's Memphis Office.

A dedicated public servant, Yvonne has touched countless lives as she has helped many proud Americans experience the joys of becoming a homeowner for the first time. With a reputation for being an innovative leader in the community, Yvonne coordinated a national award-winning project that successfully relocated 186 very low-income families from Lane Garden Apartments in Nashville with the help of business and community partners. Throughout her time with HUD, Yvonne has consistently provided wisdom, encouragement, and counsel to many families that have found themselves experiencing difficult times.

Madam, Speaker, I urge all of my colleagues to join me today in thanking Yvonne Leander for her 38 years of Government service and wishing her the best in her well-deserved retirement.

BARRING ACCESS OF LONG-HAUL MEXICAN TRUCKERS

SPEECH OF

HON. CANDICE S. MILLER

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 9, 2008

Mrs. MILLER of Michigan. Mr. Speaker, I rise in strong support of this legislation, which will put a definite end to this Mexican truck pilot program. Quite frankly, Mr. Speaker, this program never should have begun in the first place.

Before coming to Congress, I served for 8 years as the Michigan Secretary of State, with a principal responsibility as the chief motor vehicle administrator, and I was also the Chairman of the Traffic Safety Commission. I was responsible for all the licensing in the State, including of commercial drivers and hazardous material endorsements. Given my background I had immediate concerns about how the Department of Transportation's pilot program might compromise the safety of our roads.

In Mexico, licensing requirements are very poor and fraud in their system runs rampant. In fact, the Transportation and Infrastructure Committee heard in testimony from the Department of Transportation's Inspector General that 1 in 5 Mexican driving records contained an error of some kind. If we had a 20 percent error rate in the United States, we would consider it a crisis.

There are also concerns, about the insurance provisions of this program. American trucks must carry expensive insurance policies in the event they are in an accident. What happens if a Mexican truck has an accident somewhere in the U.S.? Good luck to the victims of that accident who will try to collect on damages from a company down in Mexico.

Mexican drivers are allowed to work far longer hours than American workers, resulting in widespread drug use in the profession. Presently, there is no system under which secure testing could take place so to ensure that the drivers coming into our country are drug free.